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FIRST DIESEL TRAIN IN LITHUANIA;
RAILROAD EFFICIENCY INCREASES

LITHUANIA GETS NEW TRAIN -- Sovetskaya Litva, No 138, 14 Jun 49

The first Diesel train on the Lithuanian Railroad System has finished a trail run on the Vil'nyus-Kaunas-Sheuliy-Skaypeda route. The 130-seat train consists of three all-metal cars, the two end ones having motors. The train, which has a maximum speed of 120 kilometers per hour, will be put into regular service on the Vil'nyus-Kaunas line.

Sovetskaya Litva. No 139, 15 Jun 49

The Administration of the Lithuanian Railroad System announces that beginning 15 June 1949 Diesel trains will begin operations between Vilnius and Kaunas, making the trip in 1 hour 45 minutes, one half the time taken by steam trains. The train has a dining car and baggage section. Adults are allowed 16 kilograms of hand baggage and children, 8 kilograms. Unwieldy or dirty objects will not be accepted for transport. Fares are the same as for regular trains.

Izvestiya. No 142. 18 Jun 49

In the near future Diesel trains will begin operations of the Vil'nyus-Druskeniki-Grodno and Minsk-Vil'nyus-Riga lines.

ESTONIAN RAILROADS INCREASE TRAIN LOADS, SAVE FUEL -- Sovetskaya Estonia,
No 135, 10 Jun 49

During the first 5 months of 1949, engineers on Estonian truck line railroads have conducted 1,718 heavily loaded trains, delivering more than 350,000 tons of freight above plan. Tapa Depot engineers have had particularly good results, conducting 1,234 heavily loaded trains since the beginning of this year.

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Sovetskaya Estoniya, No 179, 14 Jun 49

Locomotive engineers of the Estonian Railroad System have saved 4,846 tons of fuel, and thus have saved the State 1,646,000 rubles during the past 5 months.

LOCOMOTIVE MAKE LONGER RUNS -- Leningradskaya Pravda, No 135, 10 Jun 49

Locomotive workers of the Moscow Marshalling Depot have pledged to increase the average daily run of locomotives to 500 kilometers. Engineers on the Moscow-Rybnoye run, more than 170 kilometers in length have been successful in eliminating intervening stops, thus increasing the average distance travelled per day. Freight trains on this run have customarily stopped at Ramenskoye, Voskresensk, Golutvina, and sometimes even at Lukhovitskiy. One engineer cut 1 hour 7 minutes of the schedule by making a nonstop trip from Moscow to Rybnoye. Freight express runs on the Moscow-Rybnoye section are now a common practice.

Leningradskaya Pravda, No 138, 14 Jun 49

A locomotive operating out of the Vladimir Depot covered 818 kilometers on 12 June.

LIKHOBOREY SECTION OPERATES EFFICIENTLY -- Gudok, No 72, 17 Jun 49

During the first 5 months of 1949, the Likhoborey Section of the Moscow Inner Belt Line, operating on a cost-accounting basis, saved 493,000 rubles. So far, more than 18,000 rubles have been saved by reconditioning worn 1-A switch tongues to serve as 2-A switch tongues. Sales of cinders to construction organizations have amounted to 24,000 rubles. Utilization of worn materials has resulted in savings of about 30,000 rubles.

LOCOMOTIVE MEN SAVE FUEL -- Leningradskaya Pravda, No 134, 9 Jun 49

Locomotive men of the October Railroad System have pledged to save not less than 5 percent of the planned fuel consumption. During May they saved enough fuel to run 115 trains from Leningrad to Moscow.

SOUTHWESTERN OKRUG LAGS COORDINATION, PREPARES FOR HARBOR HAULING -- Gudok, No 71, 15 Jun 49

Combined water-railroad transport in Southwestern Okrug has not reached the prewar level. During 1948, all the coal sent to Nikolayev and Kherson was sent by rail, and only an insignificant quantity of coal was sent to the Odessa industrial region by water. At present, sugar from Vinnitsa Oblast is sent to the Caucasus by rail, while it would be easier to send it by the Black Sea, via Odessa, Novorossiysk, or Poti.

Kommunist, No 138, 14 Jun 49

Railroads of Southwestern Okrug are preparing to haul this summer's grain crop. All roads are working out circular routes and are repairing and equipping spur lines to grain-procurement points. Eleven 100-ton scales have been built and 13 mechanized movable towers for loading and unloading of grain have been constructed in wheat-loading stations. Capital repairs have been completed on more than 700 freight cars which will be used to haul grain.

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PRIMORSKIY RAILROAD RECRUITS TRAINERS -- Krasnoye Znamya, No 118, 21 May 49

The Primorskaya Railroad System is recruiting students to train as
weighers in a 6-month course. Applicants must have completed seven grades
of school. Students will be provided with a stipend of 510 rubles per month.
Apply: Personnel Department, 6 "25 Oktyabrya" Street, Vladivostok.

FREIGHT CARS REPAIRED -- Gudok, No 71, 15 Jun 49

During May, 6,211 freight cars were repaired by railroads of the USSR
network.

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